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DAILY SHORT STORY.

THE SPELL OF THE MOUNTAINS.

By JANE OSBORN.

(Copyright, 1915.)

Around them lay the dancing sheet of water, dark blue, darker even than the evening sky it reflected. Encircling and overhanging, towered the great fir-covered mountains. Dance music tempered by the ceaseless sound of the mountain streams rushing into the mountain lake drifted to them.

Deliberately and carefully, the young man lifted the handle from the water and laid it in the bottom of the canoe.

"So you want to talk it over," he said, looking straight at the girl whose downcast eyes followed the ripple of her hand in the water.

"Yes, Roderick," she answered. "I think we agreed, don't we?"

The young man smiled faintly. "Probably."

"Then it is off completely," she said, "before it was on. We are just as we were before we were engaged—just good friends."

"Yes," he said, "only I really was in love with you then."

"I think you really were," she reflected. "And I was absurdly in love with you. It is the effect of those wonderful black mountains. They positively isn't one flirtation to be found in the whole camp."

"You are wrong, Sylvia," Roderick corrected. "Who?"

"My chauffeur and your maid," he answered, "and they are coming to be married as soon as they have saved enough money."

"I had forgotten them," laughed Sylvia. "Jennie can hardly wait till supper is over to go out and meet Martin. It's really amusing."

For a minute Roderick paddled on in silence.

"You've nothing more to say?" he asked as he pushed the canoe in to shore.

"No," she said, "good-night. I can make my way up to the cabin alone. I would rather." She sprang from the canoe and before Roderick had moved the boat she was hidden in the darkness of the bank. Half way up the hill she turned and looked at the figure on the beach. "Roderick," she whispered, the color mounted into her sunburned cheeks and then, as the sound of the mountain streams purred, in the eternal refrain, she hurried on alone.

The next morning was the day for Roderick's departure. He had planned to leave in the middle of the afternoon, but when 2 o'clock came and he had seen nothing of Sylvia he was inclined to hesitate. He learned from Martin's chauffeur that Sylvia, with her maid, Jennie, had started out early in the morning for a tramp down the mountains to the village on some firm pretext. They usually returned in the early afternoon, but when 2 o'clock came and they had not put in an appearance, Roderick gave the signal for departure.

"Must we start now, sir?" queried Martin.

Roderick consulted his watch. "We ought to. I want to make the 4 o'clock ferry. If we miss that it will make me a day late in the city."

"The roads are in good shape," pleaded the chauffeur. "I can speed—you see, Jennie and Miss Strong—haven't returned yet. They usually return this morning and I am a bit nervous."

"You are in love with the girl," laughed Roderick with a touch of irritation. "But we might wait a little longer."

Two hours later, the two men were still waiting with growing anxiety on the bank of the river, and apparently nothing but impatience for the other.

When 9 o'clock came and the young women had not returned slight anxiety was felt throughout the camp. Martin was in real distress and Roderick had given up all hope of starting out before morning.

"As long as you have decided to stay, sir," said Martin, "I think I will start out and look for them. I am sure they have lost their way. There is no great harm could come to them, but it's dark in the woods even on clear nights."

"I'll go with you," was Roderick's reply, and without a word to the members of the camp they started out, guided only by two foresters' lanterns.

"We won't find them by keeping to the road," said Roderick as they hurried along in the direction the young women had taken, "or by following the trails, for if they were there they could have found the way themselves. If they are in the woods at all they must be following a stream. They are good enough woodmen to do that."

So with only a few words of explanation the two men began to mount up stream. For over an hour they searched together and then as their anxiety grew they separated and each took up a different stream.

As Roderick went on he could hear with ever-decreasing force the sound of Martin's resounding calls through the woods. Above it all he could hear the rush of the stream, which seemed to grow louder and more monotonous.

Gradually a sickening dread of the mountains came upon him. He felt himself rebelling with all his soul against the spell of the hills that Sylvia had described to him the night before.

"Hello, hello!" he called at measured intervals, and the roar of the stream seemed to try to drown him out. "Hello, hello!" he called, trying to outdo the stream.

All at once he heard very faintly a cry in the distance that came upon him with startling force. It was half a cry and half a wail, impatient and distressed. For a second he stood still. She—Sylvia—was calling to him and her voice had come to him above the roar of the stream and through the darkness of the mountain side.

Apparently she, too, was trying to break the influence of the mountain spell. The cry came again and again, and with every sense alert, he struck out in the direction from which it seemed to come.

It was only a few minutes before he reached her, and as he hurried through the darkness and stumbled against the great stumps and undergrowth he heard with new interest the sound of her voice. Now it was pleading, now almost angry, now forgiving and then at last by the light of the lantern he saw through the trees the girl reclining on a time-worn boulder.

"Who, Roderick, I knew you would find me! Jane and I left the road and thought we could follow the trail, but it grew dark and we missed it. It has been a year."

Roderick was holding the girl close in his arms.

"You do love me, don't you, Roderick," she begged. "It has all come back to me while I waited for you to come. Roderick, you have broken the spell of the mountains!"

Automobile News and Gossip

MITCHELL CARS FREE OF SHOCK

Head of Local Company, Making Absorbers, Tells Company of Condition.

RECOMMENDS MACHINE

Nice Thing to Buy Car Which Gives Comfort at Small Price, Says W. L. Taylor.

Motor cars that are possessed of such easy riding qualities as the president of a company, engaged in the manufacture of shock absorbers, after a demonstration of the cars, admits that shock absorbers could not improve their easy riding qualities, and then purchases one of that particular make of car for his personal use, are rapidly becoming popular among the people of Washington. William L. Taylor, president of the Keystone Spring Works, in a personal letter addressed to G. S. Maxwell, of this city, writes:

"Replying to yours of September 13, I beg to enclose copy of letter written yesterday to the Carl H. Page Motor Company, regarding the services I have received from my new Mitchell car. I have driven 4,000 miles.

"In addition to this I would say to you that there are many good features about this new car, and I am just as well pleased as when I purchased it.

"It has wonderful power and I doubt if the riding qualities can be improved upon. There is real combination in the hang-up of this car, proven by its riding qualities, and the way it clings to the road at great speed, and I am pleased enough to recommend it to my personal friends.

"In the letter to Mr. Willard, vice president of the Carl H. Page Motor Company, referred to in the above letter, Mr. Taylor states:

"It is a nice thing after having owned five or six motor cars to be able to purchase one with more power, pep, economy and comfort at a price one-half below others.

"People are tiring of advertising slogans especially about motor cars, and the car that can deliver the power is sure to be selected. One ride in the 'Six' will convince the average buyer that it is a wonderful car.

"I have driven nearly 4,000 miles with perfect satisfaction and am taking hills on high which I have never before been able to do.

"If you will send some of your prospects to me, I think I can do more good than writing letters. No greater tribute could be paid to the engineering skill of J. W. Bate, designer of the Mitchell cars, than the testimony of such an expert on easy riding comfort as the president of a company whose business it is to provide means for insuring easy riding qualities.

RETURNS FROM THE COAST.

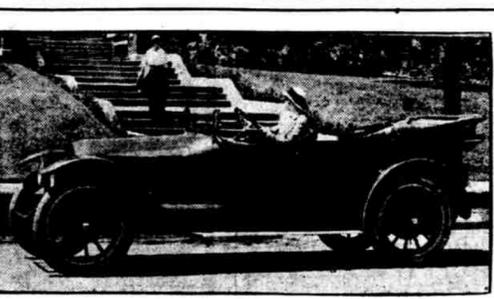
Mrs. Abbott Drove All the Way.

Mrs. Ethel N. Abbott, of 1219 Delaware street northwest, who left Washington on July 12 to visit the Panama-Pacific Exposition, returned to the city on last Tuesday. On her outward-bound trip Mrs. Abbott drove her own car from Washington as far as Chicago over what is known as the "Mountain Route," visiting Wilkesbarre, Reading, Elmira and Buffalo, returning by way of Syracuse, Poughkeepsie and New York City to Washington.

Mrs. Abbott enjoys the distinction of being the first lady in Washington to own and drive a Mitchell "Six of '15."

On her return, giving as her reason for buying the Mitchell that it was the best of the many new motor cars she had seen on her trip.

NATIONAL "HIGHWAY" MODEL SHOWN HERE.



The Combs Motor Company are now distributors for the National Motor Vehicle Company, of Indianapolis, showing the Highway Six, at \$1,600; Highway Twelve, \$1,900, and Newport Six, \$2,375.

PLANNING SHOWS OF AUTOMOBILES

Gotham and Chicago Exhibitions Next Winter to Be Most Extensive.

EARLY DEPOSITS NEEDED

These Will Be Limited to Pleasure Cars and Details of Their Manufacture.

Definite plans are well under way for the sixteenth annual automobile show in New York next January, also the sixteenth national show in Chicago the same month. Application blanks and diagrams for these shows of 1916 have been sent by the National Automobile Chamber of Commerce to those manufacturers who have been invited to participate, with the announcement that those desiring space must apply not later than October 2 to be considered in the first allotment, which will be made on October 7. It is planned to stage the shows on an even greater scale than former efforts.

S. A. Miles, manager of the shows, has adopted a new rule this season which will afford protection against those companies that have been in the habit of applying for space in past years and then failing to exhibit. The new rule provides that applicants for space must make a deposit of 25 percent on the value of the maximum quantity of space applied for.

Deposits Payable Earlier.

Under this plan, companies will be protected against concerns which apply, doubtless with the intention of exhibiting, but which fail to comply with the contract requirements. Thereby forcing other applicants into less desirable allotments and leading to confusion and changes which cannot always be made with perfect fairness. The change simply means that the deposit is payable two weeks earlier than it has been in the past.

The New York show will be held at the Grand Central Palace from December 31 to January 3, while the Chicago show will be held at the Coliseum and Armory from January 22 to 29.

The exhibition of automobiles will consist exclusively of pleasure or passenger cars designed for private use, while the accessory division will offer the hundreds of parts and accessories that go to make up the modern motor car and the conveniences and comforts of those who drive and ride in them.

All applications for space should be sent to S. A. Miles, manager, at 7 East Forty-second street, New York.

"VIRGINIA ROADS IN AWFUL SHAPE"

A. A. A. Officials Blame Local Business Men for Conditions Near Capital.

HOTELS LOSING THEREBY

Six Miles of Highway Twist Here and Fredericksburg Could Be Easily Remedied.

No touring story of recent years has been so highly praised and so productive of excellent results for the district it described as William Ullman's "Touring the Old Dominion," published in the August issue of the American Motorist, official publication of the American Automobile Association.

From every section of the United States have come requests to the A. A. A. headquarters in this city for routings to the National Capital and special information concerning preparations for a Virginia motor tour. More than 200 letters requesting that their knowledge of places of historic interest in the State have been received by the author.

The main question asked is: "How are the roads?"

The answer given usually is: "Fine in the Shenandoah Valley."

After a brief study of the story and the map the inquirer discovers that a fairly heavy toll from each motor party and that the highway covers a long way from connecting with the National Capital, the historic battlefields and many of the famous old towns of Virginia, including the intensely interesting city of Richmond.

Complaint About Roads.

Then comes a letter: "Virginia has the scenic beauty and the history spots, but don't believe we should try the trip unless the highway conditions are good and some of the tourist money."

This is a fair sample of the hundreds of letters received at A. A. A. headquarters.

And the answer to this is that Washington merchants, hotel keepers particularly—are daily losing many hundreds of dollars.

The key to an improved situation for Washingtonians is about six miles of insufferable roadway between this city and Fredericksburg, in Prince William County, near local A. A. A. officials.

To improve this stretch of road would require about \$12,000, a sum of money which is insignificant compared with the sum which it would place in the hands of commercial Washington.

MADE HIGHWAY TRIP WITHOUT ACCIDENTS

Performance of Studebaker Car in Transcontinental Journey Considered Phenomenal.

The performance of the Studebaker car in the coast-to-coast tour of the Lincoln highway is regarded by motorists as being little short of phenomenal. Traveling country roads, hills and mountains, and over roads rutted and water-logged in places where highway improvement was under way by the unusual rains of the present year, the Studebaker made the 5,323 miles from New York City to San Francisco without replacement of a single part. Nor was it necessary to interfere with the work of overhaul it, during the trip. Not only was the staunchness of the Studebaker for long-distance touring and hard usage proven, but the fact, which is decidedly interesting to motorists, was developed that Studebaker service stations average one to every 31.5 miles along the Lincoln highway, and that between New York City and Laramie, Wyo., a distance of 2,041 miles, there are but three instances where an automobile tourist would be obliged to stop for repairs.

The highway trip was for the purpose of making motion pictures of the route and its many points of interest, that are to be exhibited over the country. The start was made from New York City, May 15, and the trip was completed August 25, requiring longer time than the schedule first called for, due to inclement weather interfering with the work of the camera men. The Studebaker not only covered the 5,323 miles without replacement of a single part, or requiring engine overhauling, but it attained the remarkable average of 13.5 miles per gallon of gasoline. This despite the fact that the route crosses three mountain ranges. The car has been placed in the Palace of Transportation at the Panama-Pacific Exposition, to remain there until the close. It is an attraction according to R. C. Seckert, the Studebaker representative on the trip, as the day the rear wheels dipped into the Atlantic on Coney Island, headed for the Pacific. At the end, to make it an actual ocean-to-ocean journey, the fore wheels of the Studebaker, Packard and Stutz cars, comprising the cavalcade, were run into the Pacific.

The transcontinental tourists were met outside of Oakland by Mayor Reifel, of San Francisco, heading the cavalcade, which served as an escort into the exhibition grounds, where they were received with honors befitting an event of such national interest and importance.

Haviland Visits Factories.

J. B. Haviland, service manager for the local firm of Miller Brothers, has returned to Washington from a two-weeks trip to Detroit, the factories of the Mitchell-Lewis Motor Company at Racine, Wis., and the Dort Motor Car Company at Flint, Mich.

Faneuilli Goes to Richmond.

Jerome Faneuilli, car sales manager for Miller Brothers, has severed his connections with that firm to accept a similar position with the Koehler Motor Company, of Richmond.

SPECIAL CARS BUILT TO ORDER



The record-breaking Eye-See-Bee, designed by I. C. Barber, was built by Carter Bros. at factory of Washington Motor Car Company, Hyattsville, Md. Phone Hyattsville 192 or Main-7248 for designs, specifications, and estimates.

AUTO CLUB D. A. C. NEWS

A party of motor tourists that included Mr. and Mrs. E. E. Winterstill, of Gulf Port, Fla., and Mr. and Mrs. M. A. Goble, of St. Petersburg, Fla., visited Washington, D. C., on the journey to the National Capital was made via Macon, Atlanta, Chattanooga, Nashville, Cincinnati, Columbus and Pittsburgh.

"The roads were variable," said Mr. Winterstill. "Highway was encountered that ranged from poor to excellent. An especially bad stretch was found on the detour between Columbus and Wheeling. However, we did not get into any serious difficulties and our trip, averaged up, was a very enjoyable one."

"The party was routed from this city to their homes by the touring bureau of the local club. Their itinerary returning will include Richmond, Clarksville, Greensboro, Charlotte, Columbia, Augusta, Savannah and Jacksonville. As the most direct route, regardless of road conditions, was requested, the trip from Washington to Richmond was made via Fredericksburg.

Many fine compliments were showered upon the director of the touring bureau by members of the local club after receipt of the new postal-card map of the Washington-Fredericksburg automobile route. The new map, which was drawn after a careful survey of the route by Touring Director Ferguson, was sent to the club's members last week. It is one of the most comprehensive maps ever issued by the touring bureau, and shows the road between the two cities over which Mr. Ferguson drove his machine at an average speed of twenty miles per hour. Every stick, stone, creek and house on the route that could possibly be used as a sign post is shown on the map, together with the exact condition of every mile of the highway. The map is a reversible one, and the mileage can be read going and returning. It is prepared especially for the members of the District of Columbia club and, while in itself a splendid piece of work, which cost considerable time and money, it is but a small part of the great service being rendered local motorists.

These are interesting days at Fifteenth and G streets. Passers-by on the streets a block distant are often lured from the even tenor of the course they may be pursuing to see their way toward the Riggs Building to see "what's doin'."

The crowd at this corner often resembles a riot, and the innocent cause of it is the return of a long automobile tour to club headquarters to report and tell his experiences on the road.

The past week has seen the return of two transcontinental touring parties and several from the New England, Southern and Middle Western sections. It is these penant-strung, mud-beaten and weather-beaten cars that hold the attention of the crowds seen at Fifteenth and G.

At the present time there are about 150 members of the local club yet on tour, and it is expected that the photographers of the local papers will have plenty of assignments between October 1 and 15, when the return to Washington sets in its earnest.

Rev. Cyrus Townsend Brady, noted author, is the most recent addition to the three A's list of distinguished members. Mr. Brady wrote club headquarters as follows:

"Having recently purchased a car, I am desirous of joining the association. Will you kindly advise me what are the requirements for membership and how one arrives at that honorable distinction?"

An A. A. A. emblem now shines from the radiator of Secretary of the Treasury McAdoo's car.

In her story, "By Motor to the Fair," now running in Collier's Weekly, Emily Post pays a splendid tribute to the A. A. A. In the first installment, Miss Post states that she sought information concerning transcontinental touring conditions of all of the so-called "touring bureaus," but that only at A. A. A. headquarters did she obtain any real enlightenment upon the subject.

"Hemming and having and ambiguous

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statements were what I received at all of the touring bureaus with the exception of that of the great national organization," says Miss Post, in substance. "At the three A's office they went about giving me the desired information in a very business-like manner, and my later experiences on route confirmed the suspicion I entertained at the time that the A. A. A. touring director knew his business."

With the national headquarters of the A. A. A. in Washington, members of the District club have this service at their beck and call.

ARTILLERY BATTLE CONTINUES.

Night Duels of Big Guns in Western Theater Violent.

Paris, Sept. 18.—Today's official communique reports the great artillery duels between the French and German forces as still continuing.

The text of the communique follows: "Night movements in the sector of Neuville, of Eoelincourt, before Hoye and of the plateau of Queneveire, consisted of frequent bombardments by artillery of different calibers. There was a battle with bombs and rifle fire, but no engagements of infantry, in the region of Berry-au-Bac.

"In Champagne around Perthes and between the Aisne and the Argonne there were very sharp cannonades.

"There is nothing to report on the rest of the front."

Vacation at the Wheel.

After nearly ten weeks, much of which was spent at the wheel of his Maxwell car, R. E. Grace is back at his home in Los Angeles, having traveled leisurely a total of more than 8,000 miles. His farthest east was Pensacola, Fla., and a large share of the tour was over southern roads not generally esteemed feasible for touring. Mr. Grace came through without any mishap, however.

Autos and Horses.

One of the biggest automobile retailers in Texas is the firm of Hart Brothers, which demonstrates its versatility by selling Maxwell cars to citizens of Dallas and vicinity, while also maintaining a business in exporting horses that has resulted in the shipment of 15,000 head to the warring nations of Europe.

Big Production Record.

The chain of Maxwell plants in Detroit, Newcastle, Ind., and Dayton, Ohio, is being pushed to the limit in order to break in September the month's production record established in August, during which all Maxwell marks were beaten by the shipment of more than 5,100 of the 1916 models.

California Churchman Dies.

Coronado Beach, Cal., Sept. 18.—Right Rev. Thomas J. Conaty, bishop of the Catholic diocese of Los Angeles and Monterey, was found dead in his cottage here today. He was formerly rector of the Catholic University at Washington and spent many years of his life in Massachusetts. He was 63 years old.

German Officers Questioning Russians at Ivangorod

The photo shows a group of German officers seeking information from newly captured Russians at a cross-road, near Ivangorod.



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